D E S I G N B U I L D P R O J E C T S

301 - GREAT FALLS ADA CURB RAMPS PHASE I

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Submitted: Fri, 24-May-2013 11:41 MDT
The As-Read Bid Price Proposals for this contract are as follows:

RANK	FIRM	BID PRICE PROPOSAL AMOUNT	TECHNICAL PROPOSAL TOTAL SCORE	"APPARENT" ADJUSTED SCORE* (1,2)
2	JAMES TALCOTT/STELLING ENG	$1,588,000.00		
39,615				
24.95				
1	UNITED MATERIALS/DOWL HKM	$1,626,276.00		
47,930				
29.47				
3	DIAMOND CONST/WGM/PIONEER	$5,645,000.00		
45,530				
8.07				

The highest adjusted score is considered the best value proposal.

***NOTE**
"Apparent" adjusted score is contingent on Selection Committee review and approval and Transportation
Commission review and approval of recommended award.
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PROJECT NAME: **Great Falls ADA Curb Ramps Phase I**
PROJECT NO.: **CM 5299(102)**
UPN: **7992**
CONTRACT NO: **DB513**

The Great Falls ADA Curb Ramps project includes design and construction of ADA ramps, sidewalk, drainage
improvements, and landscaping at select intersections and alleys along the following City of Great Falls
urban routes:

- 8th Avenue North from 27th Street to 38th Street
- 38th Street North from 10th Avenue South to River Drive
- 6th Street North from 1st Avenue South to 10th Avenue South
- Park Drive from 1st Avenue South to 6th Avenue North
- 25th Street North from Central Avenue to 8th Avenue North
- 26th Street North from Central Avenue to 8th Avenue North

The project is located in Cascade County. The Bid Documents are found at the following link:
DESIGN BUILD BID DOCUMENTS
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Submitted: Thu, 04-Apr-2013 13:25 MDT

The Ranked Short List for this project is listed below:

1
Diamond Construction
WGM Group
Pioneer Technical Services

2
United Materials
Dowl HKM

3
James Talcott Construction
Stelling Engineers

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-1-
Clarification:
Submitted: Fri, 05-Apr-2013 14:30 MDT
The RFP Issue Date of April 5th has been delayed. The RFP will be issued during the week of April 8th.
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-2-
Clarification:
Submitted: Thu, 18-Apr-2013 10:20 MDT
The Pre-proposal meeting minutes can be found at the following link: **PRE-PROPOSAL MEETING MINUTES**
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-3-
Clarification:
Submitted: Thu, 18-Apr-2013 13:49 MDT
The following Special Provision is hereby made part of this contract:

SPECIAL FUEL USER'S PERMIT REQUIREMENT [102]
Senate Bill 116, passed by the 2013 Montana Legislature, eliminates the requirement to obtain a Special Fuel
User Permit. This bill became law upon the signature of the Governor on April 12, 2013. Rescind Subsections

102.18 and 103.07(D). The requirement of Subsection 108.01.2 that subcontractors obtain a Special Fuel User
Permit is also rescinded. All other requirements of that Subsection still apply.

A revised Bid Price Proposal form is linked and is to be used when submitting the bid price for this project.
BID PRICE PROPOSAL FORM
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-4-
Clarification:
Submitted: Mon, 22-Apr-2013 12:39 MDT
The Programmatic Categorical Exclusion (CE) for the subject project was approved by the Environmental
Services Bureau on April 16, 2013 and approved by the Federal Highway Administration on April 18, 2013.
The CE is available at the following link: **PROGRAMMATIC CATEGORICAL EXCLUSION**
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-1-
Submitted: Sun, 17-Mar-2013 13:24 MDT
Company: Ti-Zack Concrete, Inc.
Contact: Chris Hartwig
Question:
Can you tell me if it is the intent of the department of transportation to install one curb ramp at each quadrant
to cross both ways (non directional) or would it be better to install two in order to ensure that pedestrian traffic
can cross either way(directional). Also can you tell me approximately how wide the right of way is from back
of curb. I'm sure that this is variable but if there is any standard approximation that would help.
Answer:
Submitted: Tue, 19-Mar-2013 15:42 MST
Design and construct two ADA ramps at each quadrant where pedestrian traffic can cross either direction.
Design and construct one ADA ramp where pedestrian traffic is limited to one direction of travel. Design and
construct ramps per the general notes on detailed drawing 608-15.

Right-of-way is generally 80' with the roadway centered on right-of-way except Central Avenue. Central
Avenue right-of-way is generally 90' with the road centered on right-of-way. The property adjacent and west
of Park Drive right-of-way is owned by City of Great Falls. Bidders are responsible to verify right-of-way.

-2-
Submitted: Tue, 19-Mar-2013 08:59 MDT
Company: DOWL HKM
Contact: Rich West
Question:
1) Required Key Personnel - Are an Architect, Structural Engineer, Mechanical Engineer, and Electrical Engineer

necessary for this project?
2) What level of detailed design drawings does MDT expect for each curb ramp? Does MDT expect that level of
detail for the Proposal Submittal?
3) Does MDT anticipate that Phase II SUE will be necessary for any of the drainage work?
4) Will MDT be providing Construction Engineering Quality Assurance for material testing or do they expect the
consultant team to provide it?
Answer:
Submitted: Tue, 19-Mar-2013 15:29 MST
1) No Architect, Structural Engineer, Mechanical Engineer, or Electrical Engineer is required for this project.
Attachment A has been updated and is attached: **REVISED ATTACHMENT A**
2) It will be the Firm's responsibility to provide sufficient level of design detail to ensure that the final
construction meets all applicable standards and requirements outlined in the RFP. The Firm will determine what
level of site specific design details are required. The Firm will be required to explain their approach to final
design and construction in the Technical Proposal.
3) Firms will be required to complete any Subsurface Utility Engineering necessary for design and construction
of the project.
4) MDT will provide construction engineering and inspection services (QA and IA) in accordance with MT-601.
The successful Firm will be responsible for Quality Control.

-3-
Submitted: Fri, 12-Apr-2013 09:31 MDT
Company: DOWL HKM
Contact: Shawn Arthur/Rich West

Question:
1) Is the intent to match existing Curb Radius on each quadrant? Existing curb radii vary widely…If not,
what will be the required radius?

2) Installation of ADA compliant ramps in some corners will require removal of various lengths of Tangent
curb and pavement to complete the transitions. On previous MDT projects, we held the gutter grade constant
and tapered the height of the curb to achieve the transitions…is this still an acceptable practice?

3) What is the minimum patch-back width- 6"? In some instances, the minimum patch-back distance
results in very steep slopes in the street surface. Is MDT expecting a wider patch-back in those areas?
And if so, what are the criteria to establish a width?

4) On corners without storm inlets, will it be required to install a section of full-height curb between curb
ramps at mid-radius or can the area between ramps be laydown?

5) Can the ramp tapers cross the mid-radius point?

6) Does each ramp need a drawing? Will the ramps that can be designed in the field require drawings?

7) The maximum allowable slope on the flared sides is not prescribed in the ADA regulations. MDT has
required a 12:1 slope in previous projects. This slope requirement controls the length of the required taper.
Is the 12:1 maximum slope on the flared sides still MDT policy?

8) What is the maximum lip on alley faces? This will dictate the required taper length.

9) Some drain inlets will require relocation. Will MDT allow bend fittings in storm inlet runs and storm mains
without a manhole? If so, is there criteria for maximum degree of bend or pipe size limitations.

10) Under what circumstance will a parallel ramp be allowed versus a perpendicular? On past projects we only
used parallel ramps when there was a physical barrier (hydrant, pole, etc) or if there were R/W restrictions.

11) Will MDT provide existing ROW plans to each team within the extents of the proposed improvements?

12) Will MDT provide environmental documentation prepared to date?

13) Are Plan/Profile sheets really necessary for the anticipated improvements – can we use detail sheets instead?

14) Will MDT provide a realistic Tracking Sheet for Component Plans for this project that you would anticipate using?

15) Are Landscaping Plans really necessary for the anticipated improvements?

16) Is a control survey necessary?

17) Who makes the call that dual ramps are not feasible for a particular quadrant – EPM, DCE,?

18) Is the Contingency $50,000 (Bid Price Proposal Requirements) or $250,000 (Schedule of Values)?

19) Where are Fabricated Structural Steel/Miscellaneous Metal Structures anticipated?

Answer:
Submitted: Wed, 17-Apr-2013 16:20 MST
Revised: Mon, 22-Apr-2013 16:03

1) The intent is to match the existing curb radius.

2) Use full height curb whenever possible. Tapering the curb height is allowed as long as this does not cause
drainage problems.

3) In the path of pedestrian travel, the width required will be governed by ADA Slope requirements.

The minimum patch-back width is two feet.

4) Yes, full height curb between curb ramps is required unless utility or other conflicts force the ramps so close together that ADA slopes prohibit full height curb between them. Where full height is not possible, provide as much curb height as ADA slopes will allow.

5) Yes.

6) It is the Firm's responsibility to provide sufficient level of design detail to ensure that the final construction meets all applicable standards and requirements outlined in the RFP.

7) Per the RFP, MDT detailed drawings are included as a governing regulation. The Firm's design and construction must meet the requirements of the governing regulations.

8) See Detailed Drawing 609-05.

9) No, bend fittings in storm inlet runs and storm mains are not allowed without a manhole.

10) Follow the order of preference in Detail Drawing 608-15: 1. Perpendicular. 2. Parallel. 3. Diagonal. Diagonal ramps should be avoided. Cost is not an acceptable factor to use a lower preference. The Firms should document the use of lower preferences. Utilize parallel ramps where there is existing sidewalk behind curb and perpendicular ramps where there is an existing boulevard sidewalk.

11) Right-of-way is generally 80' with the roadway centered on right-of-way except Central Avenue. Central Avenue right-of-way is generally 90' with the road centered on right-of-way. The property adjacent and west of Park Drive right-of-way is owned by City of Great Falls. Bidders are responsible to verify right-of-way.

12) The Environmental Document is anticipated to be signed by FHWA this week and will be provided to the Firms as soon as it is signed.

13) It will be the Firm's responsibility to provide sufficient level of design detail to ensure that the final construction meets all applicable standards and requirements outlined in the RFP. The Firm will determine what level of site specific design details are required. The Firm will be required to explain their approach to final design and construction in the Technical Proposal.

14) The Firm should modify the example Tracking Sheet to match the Component Plans the Firm will use.

15) Necessary plans will be determined by the DB Firms design.

16) It is the Firms responsibility to determine what level of survey is necessary for their design.

17) Design and construct two ADA ramps at each quadrant where pedestrian traffic can cross either direction.
Design and construct one ADA ramp where pedestrian traffic is limited to one direction of travel.

18) The Contingency is $50,000. An updated SOV can be found at the following link: **UPDATED SOV**

19) It is up to the DB Firms design if these structures are to be used.

-4-
Submitted: Tue, 16-Apr-2013 14:09 MDT
Company: DOWL HKM
Contact: Rich West/Shawn Arthur
Question:
1) Please expand upon the meaning of the symbols (1, ok, x, and new) found in the tables showing the
locations of the ADA corners of the scope of work attachment.

2) The scope of work table shows two alley aprons at the intersection of 38th St N and Central Ave. We do not
know of any alleys with the designation of Central Alley. Please review how you designated the locations of
the alley aprons. The City of Great Falls designates alleys per the following example: An alley located
between Central Ave. and 1st Ave South would be named 1st Alley South not Central Alley.

3) What is the diameter and length of the dowel shown in the "Corner and Ramp Cross Section" detail drawing?
Will the dowel need to be cast or epoxied into the curb?

4) We are assuming all existing irrigation systems will need to be returned to preconstruction conditions.

5) When a street designation or permanent traffic control sign needs to be replaced or relocated, what are the
standard requirements for the sign post?

6) What is the maximum slope when transitioning from the new alley apron to an adjacent existing driveway?
(It is assumed that a section of the existing driveway will have to be removed and replaced to transition to
the new alley apron).

7) Please provide a standard detail drawing for the valley gutter construction. The MDT standard drawing is
very different from the COGF.

8) New valley gutter installations will require significant patchback in the existing asphalt to transition and
to promote drainage….what is the maximum allowable slope in the pavement patchback?

9) What is an acceptable hood height (measurement from the top of the hood to the flowline) of a curb inlet?

10) Can a manhole requiring adjustment to the new alley apron elevation be made by using adjusting rings?

11) If a manhole cover in an alley apron is located directly in line with the pedestrian pathway, what steps if any are necessary? Does the manhole need to be relocated outside of the pathway?

12) Existing R of W at the corners may intrude into the landing of the standard perpendicular ramp design.
Would we install a parallel ramp in this situation or modify the landing to stay within the R/W line.
(we have seen this go both ways in past projects).

13) The COGF drawing in the package requires a 6-inch reinforced concrete section in the first 5 feet of the ADA ramp. Please confirm that the entire ramp including the landings and flares will require a 6 inch reinforced concrete section.

14) Is the required width for this project of the entrance ramps/truncated domes 5 ft. or 4 ft.?
(4 ft. is the ADA min. width)

15) The PROWAG/ADAAG documents imply that truncated domes are required at all intersections of the pedestrian "path of travel" with vehicle traffic…will we be required to install truncated domes in the alley ramps?

16) Crosswalk markings and stop bars will not line up with new ramps in some cases…is relocating these markings part of the scope of this project?

17) Does a cut in the tangent section of the existing curb and gutter have to occur at a contraction joint?

18) Is the removal of various lengths of existing tangent curb to make transitions within the scope of this project?

19) Please clarify which inlets are scheduled for removal, replacement and relocation- are all horseshoe inlets replaced? Do all inlets to be replaced need to be placed at the mid-radius? The existing inlet count does not correlate well with the MDT numbers.

20) Specify transition length of the sidewalk when we connect to a walk with non-compliant cross-slope
(very common).

21) Does the COGF or MDT specifications and details hold precedence when in conflict?

22) The COGF corner inlet apron detail provides details for an apron in front of the inlets…Will there be aprons
required in front of ramps without inlets? COGF has required aprons in some past projects and some of
those aprons covered the entire corner in a square pattern.

23) What are the mix design requirements for the asphalt to be used on this project?

24) Detail "Type 1 Typical corner inlet apron" was provided as part of the project requirements. Is this detail
to be used at every curb inlet located at mid-radius?

25) At corners where drainage in the pavement is minimal or poor, how far do you expect the contactor to "fix"
drainage issues? Please clarify.

Answer:
Submitted: Thu, 18-Apr-2013 16:28 MST

1) "1" indicates a corner that will be replaced as part of this project. "O.K", "new" and "x" are corners that are
not included in this project.

2) There is no alley associated with Central Avenue at 38th St. Please remove these two alley aprons from the
project scope.

3) Use #3 straight (smooth) bar dowels with a minimum length of 12". Embed the dowels a minimum of 3".

4) Yes, return all irrigation systems impacted by the project to preconstruction conditions.

5) Utilize MDT Detailed Drawings for standard sign requirements.

6) The detail indicates a 10% maximum approach grade.

7) Use the City of Great Falls "Valley Gutter with Corner Curb Fillets & Double Ramps" drawing attached.

Updated: Fri, 03-May-2013 13:50 MDT

Drawing can be found at the following link:

VALLEY GUTTER WITH CORNER CURB FILLETS

8) Match existing grades or improve as needed to provide positive drainage.

9) Use the City standard of 0.65 feet.

10) Yes.

11) No. Adjust to meet cross slope requirements and install flush with the surrounding sidewalk.

12) Perpendicular ramps are preferred. Parallel ramps may be used if the corner cannot be designed to
incorporate perpendicular ramps and their associated landings.

13) All concrete segments installed adjacent to the curb from radius point to radius point are required to be 6"

reinforced.

14) The entrance ramps/truncated dome will be four feet minimum.

15) No.

16) Yes. Include crosswalk markings and stop bars when existing markings do not line up with new ramps.

17) Yes, unless a minimum of 7’ of continuous curb can be left in place.

18) Yes.

19) Only horseshoe inlets impacted by the new ramps are to be replaced. The five anticipated locations
discussed in the RFP are an estimate. It is up to the Firm to determine which inlet runs and connections to
manholes are necessary to complete the drainage at corners.

20) 10’ maximum.

21) MDT Specifications hold precedent when in conflict except for the City drawings included in the contract.

22) No aprons are required in front of ramps without inlets.

23) Use 3/8” Commercial Grade S - PG 58-28.

24) Yes.

25) Allow a maximum of 20’ from the radius point.

-5-
Submitted: Wed, 17-Apr-2013 16:05 MDT
Company: WGM Group
Contact: Loran Frazier
Question:
The NW corner of 6th Street and 10th Ave S has a ramp replacement, and alley work just north. There is no
sidewalk between 10th Ave. S and the alley. There is sidewalk between the alley, north to 9th Ave S.
Is the intent of this project to construct sidewalk between 10th and the alley to connect them? Or leave it for a
future project? The same questions apply to 38th St, between 8th Ave North and 10th Ave North on the east
side of the street. The list shows alley treatments with ramps on the east, but no connecting sidewalks.
Answer:
Submitted: Mon, 22-Apr-2013 16:10 MDT
Yes, design and construct sidewalk between 10th Ave. South and 10th Alley S. The City does not want any
improvements constructed on the east side of 38th St. N, beyond the NE corner of 8th Ave. N. Please remove
the two east alley aprons from the project scope.

-6-
Submitted: Wed, 17-Apr-2013 16:16 MDT
Company: WGM Group
Contact: Loran Frazier
Question:
The RFP calls to adjust non-horseshoe inlets to match new curbs. Page 6, bullet number 3.
Many of these drainage inlets have grate openings that parallel the curb line. Are these grates to be replaced with
a more bicycle friendly style grate?
Answer:
Submitted: Mon, 22-Apr-2013 16:12 MDT
Update all grates for inlets adjusted or impacted by the project to meet current standards.

-7-
Submitted: Tue, 23-Apr-2013 16:42 MDT
Company: United Materials of Great Falls, Inc.
Contact: Scott
Question:
The Design-Build Request for Proposal page six under the heading "Drainage Improvements" second bullet point
states "Replace all existing horseshoe inlets impacted by the new ramps with new standard inlets". Does this
mean that if a corner has a horseshoe inlet and the corner has been selected as part of this project to receive a
new ADA ramp that the inlet must be replaced with a new standard inlet? Or can the existing horseshoe inlet be
used if it can be modified to meet the new ADA slopes of the ramps? When new inlet runs are installed on
the project will we be required to use flowable fill up to the pavement section in lieu of compacting the existing
soil materials?
Answer:
Submitted: Wed, 24-Feb-2013 11:20 MST
Updated: Fri, 03-May-2013 9:55 MDT
~~Only horseshoe inlets impacted by the new ramps are to be replaced.~~ If the existing horseshoe inlet has to be
modified to meet the new ADA slopes, then it must be replaced. Replace all existing horseshoe inlets that are
located at the center radius of the curb. It is the Firms responsibility to determine the materials to use in their
design and to meet all applicable Specifications.

-8-
Submitted: Mon, 29-Apr-2013 17:09 MDT
Company: United Materials of Great Falls, Inc.
Contact: Scott
Question:
There are two alley aprons noted for replacement that service Van's IGA. One is 7th Alley North on the westside
of 26th Street and the other is 7th Alley North on the eastside of 25th Street. There are existing driveways
located at these locations. Is it desired to install the two alley aprons?
Answer:

Submitted: Thu, 02-May-2013 08:13 MST
Please remove these two alley aprons from the project scope.

-9-
Submitted: Fri, 03-May-2013 10:54 MDT
Company: Stelling Engineers
Contact: Scott
Question:
•The RFP lists two alley ramp replacements south of the 38th St /8th Ave N, 38th St/2nd Ave N, 38th St/1st Ave N
intersections but there does not appear to be an alley on the east side at these locations. Three removals
•The RFP lists two alley ramp replacements north of the 38th St /1st Ave S, 38th St/2nd Ave S, 38th St/3rd Ave S
intersections but there does not appear to be an alley on the east side at these locations. Three removals
•The RFP lists two alley ramp replacements south of the 25th St N/3rd Ave N intersection. There does not appear
to be an alley on either side at this location. Two removals
•The RFP lists two alley ramp replacements south of the 25th St N/6th Ave N intersection. There does not appear to
be an alley on the west side at this location. One removal
Answer:
Submitted: Fri, 03-May-2013 13:15 MDT
Remove these 9 alley aprons from the project scope.

-10-
Submitted: Fri, 03-May-2013 11:19 MDT
Company: Stelling Engineers
Contact: Scott Fanning
Question:
The answer to question 7 submitted by DOWL HKM on April 16 states "Use the City of Great Falls Valley Gutter with
Corner Curb Fillets & Double Ramps drawing attached". I can't seem to find the attached drawing.
Please provide again.
Answer:
Submitted: Fri, 03-May-2013 13:50 MDT
Drawing can be found at the following link: **VALLEY GUTTER WITH CORNER CURB FILLETS**

-11-
Submitted: Mon, 06-May-2013 08:21 MDT
Company: Diamond Construction, Inc.
Contact: Brooke Logan
Question:
Does MDT and the City of Great Falls intend to waive the sidewalk permit fees on this project? Further, does the
city intend to allow for a single permit for all sites within the project scope?
Answer:
Submitted: Mon, 06-May-2013 12:25MDT
Permit fees will be waived. A single permit will be allowed.

-12-
Submitted: Mon, 06-May-2013 13:15 MDT
Company: DOWL HKM
Contact: Shawn Arthur / Rich West
Question:
1) Regarding ADA ramp slope - PROWAG requires a running ramp slope of 5% (1:20) minimum and a 8.33% (1:12) maximum. MDT standard Details 608-25, 608-30 and 608-35 show a 5% or less slope as desirable running slope. Please provide clarification on this conflict.
2) Regarding parallel ramps –MDT Detail Drawing 608-30 indicates a 4 inch thick retaining wall installation along the landscape edge of the ramp. The COGF drawing "Corner and Ramp cross section" which was in the RFP package does not indicate a retaining wall. Are retaining walls required or is replacement with CMU block or slope excavation of the adjacent surfacing an acceptable alternative?
3) Regarding parallel ramps – PROWAG indicates a 4 foot x 4 foot minimum ramp is required at the top and bottom of each ramp. MDT detail drawing 608-30 indicates a 3 foot desirable landing between the two ramps (mid radius). What is the minimum landing length between the two ramps?
4) Regarding parallel ramps – PROWAG indicates a 4 foot x 4 foot minimum ramp is required at the top and bottom of each ramp. Is a 4 foot long landing (under 2%) required at the top of a ramp at the connection point to a sidewalk that exceeds a 2% running slope?
5) Regarding new curb inlets – Please confirm that new inlets featuring the Neenah R – 3067 curb inlet frame (33 inch opening on 43 inch frame) will require 48 inch diameter RCP barrels with concrete covers and MDT standard Type II Curb Inlets (30" diameter RCP barrels) will not be acceptable.
Answer:
Submitted: Wed, 08-May-2013 08:13 MDT
1) In MDT standard Details 608-25, 608-30 and 608-35 please read the notes section under "Requirements for Alterations to Existing Facilities" #3 for ramp slope requirements.
2) Slope excavation is the first preference, if that is not feasible, use CMU block landscape walls.
3) As per the PROWAG section R 303.2.2.3 Landing, a 4'x4' landing is required at the Bottom of each ramp. 3' is desirable, there is no minimum.
4) As per the PROWAG section R 303.2.2.3 Landing, a 4'x4' landing is required at the Bottom of each ramp. No, a landing is not required at the top of a ramp.
5) Correct –A 48 inch diameter barrel is required as described.

-13-
Submitted: Wed, 08-May-2013 14:25 MDT
Company: DOWL HKM
Contact: Rich West/ Shawn Arthur
Question:
MDT responses in this forum have established a definite distance for the sidewalk transition to non-compliant

existing sidewalk (10 ft.) and also for the area of contractor responsibility for drainage issue correction (20 ft. from the radius point). We request a clarification on the length/zone of contactor responsibility for the street in front of the ramps. The street surface in front of the ramps in many, if not most, cases has a slope greater than the ADA requirements for the path of travel (5%). Is MDT expecting a patch back length greater than 2 ft. to provide a ADA compliant path of travel across the entire street? If so, the entire intersection will require reconstruction in some cases. Please provide a maximum patch back length along the path of travel across the street.

Answer:

Submitted: Thu, 09-May-2013 10:35 MDT

No, MDT is not expecting a patch back length greater than 2 feet.